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# Hongkong Daily Press.

ESTABLISHED 1857.

HONGKONG, WEDNESDAY, JUNE 17th, 1896. 三年四月

庚子年六月廿九日英港香

PRICE \$21 PER MONTH

## SHIPPING.

### ARRIVALS.

June 15, SCOTLAND ISLES, British ship, 1,025.

David Nicol, Cardiff, 11th Feb., Coal.

MYTHER & CO.

June 16, ROHILAH, British ship, 2,216, F. N.

The General, 3rd May, General -

& O. S. N. Co.

June 16, CASAUS, Germania, 1,504, M. Ursuk.

Singapore, 6th June, General - LAUTS.

WEINER & CO.

June 16, VENONA, British ship, 1,360, C. H. S.

Trojan, R.N.E., Yokohama via Ports 7th

June, General - P. & O. S. N. Co.

June 16, SANTO DOMINGO, German st., 508;

Southern, Amoy, 15th June, General -

ORDERS.

June 16, TURGEON, British st., 1,890, Elley.

Foochow 14th June, General - BUTTER-

FIELD & SWINE.

June 16, HYSON, British steamer, 2,880, J. S.

Horn, Foochow and Shanghai with Jane,

General - HOLLIDAY & CO.

June 16, GARDENIA, British ship, 1,340, Daves.

Petitland 7th May, General - SLEWAN

& CO.

June 16, MONMOTHIAN, British st., 1,874,

W. A. Evans, London and Singapore 11th

June, General - DOWNEY, CARTLIDGE & CO.

June 16, TARANO, British st., 1,605, H. W.

Hogg, Shanghai, 11th June, and Swatow.

13th, General - HOLLIDAY & CO.

June 16, SANTO DOMINGO, British st., 1,158, C.

May, Wahl and Chinkiang 11th June,

General - BUTTERFIELD & SWINE.

June 16, ROSITA, British st., 2,039, G. K.

Wright, R.N.E., Shanghai 13th June,

Malls and Gual, P. & O. S. N. Co.

### CLEARANCES.

AT THE HARBOURMASTER'S OFFICE

16TH JUNE.

Cora, German st., for Singapore.

Ariad, German st., for Katchinotzu.

Dante, German st., for Amoy.

Tetra, German st., for Singapore.

Hawo, French st., for Amoy.

Heita, British st., for Shanghai.

Mussey, British st., for Swatow.

Doric, British st., for Yokohama.

Formosa, British st., for Swatow.

Chelyab, British st., for Singapore.

### DEPARTURES.

JUNE 16, NAMYUNG, British st., for Amoy.

JUNE 16, KONG ALF, New st., for Pahoi.

JUNE 16, MOUNT LEBANON, British st., for

Amoy.

JUNE 16, SAKAI, M.R., Japanese st., for Yedo.

JUNE 16, CHENGDU, British st., for Hamburgh.

JUNE 16, DANKE, German st., for Calcutta.

JUNE 16, DORIC, British st., for S. Francisco.

JUNE 16, GLENDALE, British st., for Hohowai.

JUNE 16, HANOI, French st., for Shanghai.

JUNE 16, HAFETON, British st., for Shanghai.

JUNE 16, HUOTAN, German st., for Saigon.

JUNE 16, HUMBER, British st., for Shanghai.

### PASSENGERS ARRIVED.

Per Teucer, st., from Foochow - Mr. Smith.

Per Hyson, st., from Foochow, &c. - Messrs.

Warner and Moore.

Per Taittinger, st., from Shanghai, &c. - Messrs.

Foster and Creaser.

Per Monmouthshire, st., from London, &c. -

Messrs. Flaherty and C. Sullivan.

Per Yokohama, st., from Hongkong.

Mr. H. F. Somers, Dr. Bath, Major

and Mrs. Moller, Mr. Henderson, Miss Jones.

Is also prepared to purchase used POSTAGE

STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

Liberal Discoms Allowed.

1204

HONGKONG, 6th June, 1896. 1203

### WINDING UP OF BUSINESS.

WE beg to inform our Patrons and the

General public that all Goods will be

sold at

COST PRICE

and for CASH ONLY

from this date.

E. RICCO & CO.

Dealers in Wines, Liquors, and Preserves.

23, QUEEN'S ROAD.

HONGKONG, 2nd June, 1896. 1203

### HOTELS.

MOUNT AUSTIN HOTEL.

1,400 feet above sea level.

Telephone, No. 55.

A.B.C. Code.

This MAGNIFICENT HOTEL is situated

at the most beautiful and healthy part of the

Hill District, the air is deliciously cool and

bracing, the temperature being at least 10

degrees lower than the valley beneath.

Luxuriously furnished and appointed.

WAH SHING,

68, Queen's Road Central.

HONGKONG, 1st April, 1896. 1201

B. J. REMEDIOS,

FOREIGN AND COLONIAL STAMP

DEALER.

No. 8, WOODWARD BUILDING, HONGKONG,

Will be glad to send STAMPS on approval

to address on receipt of satisfactory refer-

ences.

Is also prepared to purchase used POSTAGE

STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

Liberal Discoms Allowed.

1204

MOUNT AUSTIN HOTEL.

The Manager.

HONGKONG, 2nd September, 1895. 1202

EXQUISITE TASTE.

1203

ALBERTA'S

SERRAVALLO'S

WINDING UP OF BUSINESS.

FERRUGINOUS QUININE

The eat Austria Tonie

of

PERUVIAN BARK-ED IRON

1203

Over 300 Medical Certificates notifying its

great STRENGTH-GIVING PROPERTIES and at

the same time being of an

EXQUISITE TASTE.

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## INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY  
FOR CHINA, JAPAN, STRAITS, &c., &c.

1896.

With which is incorporated

## THE CHINA DIRECTORY.

This is the FORTIETH ANNUAL ISSUE,  
and will be found, as usual, to show an advance  
in preceding years both in fulness and accuracy  
of information.The DIRECTORY covers the whole of the  
ports and cities of the Far East, from Pusan to  
Vladivostok, in which Europeans reside.

## A. S. WATSON &amp; CO., LIMITED.

## CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1847.

MANUFACTURERS OF AERATED  
WATERS.OUR AERATED WATER FACTORY is fitted  
with the best English Machinery, embodying  
the latest improvements in the trade.The Purest Ingredients only are used, and  
the utmost Care and Cleanliness exercised in  
the Manufacture throughout.The Water is used by repeated  
Analyses to be Absolutely Pure.For COAST PORTS, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and  
Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG." And all signed messages addressed thus will  
receive prompt attention.The following is a List of Waters always  
kept ready in Stock:

## PURE AERATED WATER.

## SODA WATER.

## POTASH WATER.

## SELTZER WATER.

## LITHIA WATER.

## SARSAPARILLA WATER.

## TONIC WATER.

## GINGER ALE.

## GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

## A. S. WATSON &amp; CO., LIMITED.

## THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

## NOTICE TO CORRESPONDENTS.

(Only communications relating to the news columns should be addressed to THE EDITOR.)

Correspondents should forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address PRESS—A.C. Code.  
P.O. Box. 12.

## MARBLAGES.

On the 3rd June, 1896, at H.R.M.'s Consulate, Kolo, Japan, and afterwards at the Union Church, Kolo, George Augustus Matthews, the late Edward Bowring's son, and his wife, Mrs. MATTHEWS, Esq. of H.M.'s Board of Works, Shanghai, were married.

On the 10th June, 1896, at the German Consulate, by Dr. O. Stoebel, Consul-General, and afterwards at Trinity Cathedral, by the Rev. H. C. Hodges, M.A., FRANCIS ANNALIE, eldest daughter of Mrs. STOCKWELL, and the late Capt. E. Korn, of Shanghai.

## The Daily Press.

HONGKONG, JUNE 17th, 1896.

A RECENT HAVAS telegram stated that owing to the diplomatic skill of M. GERARD, the construction of railways in China by French engineers had been authorised. To-day we publish a Reuter's telegram informing us that a deputation of the Associated Chambers of Commerce has asked the support of the British Government in making trade routes in China either by building or guaranteeing railways, and that Lord SALISBURY replied that the Government was unable to resist any railway enterprise outside British territory, but that the Government would do its utmost to assist in carrying railways to the edge of British territory, and that, done, there was no doubt that the lines would be able to penetrate into foreign territory whenever desirable. Here we have brought out in striking contrast the different policies adopted respectively by Great Britain and France in relation to railway enterprise in China. On the one hand we have France exerting the most intense pressure to secure the construction of railways in China with French material and by French skill; on the other hand Great Britain stands benevolently on one side and will use no pressure whatever. Reuter's telegram necessarily gives but a brief summary of the reply of the Prime Minister; and when the detailed report is received it will probably be found that Lord SALISBURY gave some assurance that while Her Majesty's Government would not force railways upon China they would see that when railways were constructed British enterprise should not be placed at any disadvantage with that of other countries as regards the supply of material and technical skill. This is a subject that calls for watchfulness on the part of Great Britain, for there is a distinct danger that China may yield to the pressure and give her a practical, if not formal and acknowledged monopoly of railway construction in the Empire.

This subject of railway construction in China was discussed in connection with the proposed revision of the treaties when Sir

Rutherford ALCOCK was our Minister at Peking and the policy of the British Government to-day seems to be a continuation of the policy enunciated at that time. The Hongkong Chamber of Commerce in its memorial referred to the advantages to be derived from the construction of railways, expressed the hope that the country that gave railways to Europe would be instrumental in conferring the same benefit upon China, and trusted that "Her Majesty's Government will use every argument calculated to induce the Chinese Government to grant permission to construct railways in all parts of the Empire and obtain an Act giving any Company formed to carry such undertakings all needed privilege." Sir Rutherford ALCOCK in his report upon the memorial dwelt upon the Chinese fear that the introduction of railways by foreign agencies might lead to foreign intervention. "It would be a mistake," he said, "to suppose that the experience of the Pasha of Egypt and the questions to which the privilege of making the Suez Canal has given rise have been lost upon the Chinese Government. They are as much alive as the Pasha himself can be to the danger and inconvenience attaching to such enterprises with foreign capital and Government protection as a contingency." In a subsequent despatch Sir Rutherford ALCOCK dealt more in detail with the subject, and expressed the opinion that "the issue would be best left to the operation of time." Such seems to have been the view adopted by Her Majesty's Government at that time and held up to the present day. It is by no means certain, however, that the exercise of judicious pressure by Great Britain thirty years ago to induce China to construct railways might not have been attended with good results and led to the more rapid opening up of the country, without bringing with it any of the dangers or difficulties that weighed so heavily with the then Minister. But whatever may be said as to the advantage, as an abstract question, of leaving the issue to the operation of time, the practical question assumes quite a different aspect when we find other nations are not content to rely on the operation of time but are demanding immediate concessions for their subjects or citizens. If the British Government will not take any step to force railways on China it must at least insist that in the making of such railways as may actually be decided upon British enterprise shall have a fair field.

The following is a List of Waters always  
kept ready in Stock:

## PURE AERATED WATER.

## SODA WATER.

## LEMONADE.

## POTASH WATER.

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## LITHIA WATER.

## SARSAPARILLA WATER.

## TONIC WATER.

## GINGER ALE.

## GINGERADE.

The owner of the Norwegian steamer *Norwegen*, who was engaged in the shipping of coal to China, was arrested at Peking on the 10th June from Kansu report that the Mahomedan rebellion is spreading to the north of the Yellow River. Orders have therefore been transmitted to Governor Wei of Shanxi to march into Kansu at once with his army, some 10,000 strong, to reinforce General Tong, who will still remain chief in command of the Imperial forces in Kansu.—*C. Daily News*.

The question of the effect of the new duties on Hongkong sugar trade with Japan is thus far a mystery. "The Standard" says—"Hongkong appears to have very good grounds for disengagement but practically none for actual complaint in regard to the taxiffs on sugars agreed to by England with Japan. To have met the views now clearly enunciated by the Chinese would have required, in our humble opinion, the introduction of exceptions to principle that is constantly adhered to at the meeting. The objects of the meeting seem to be (1) to enable the Directors to appoint a Chief Manager and (2) to increase the sum of the Directors' fees from \$1,000 to \$2,000 each per annum. As to (1), the reasons for appointing a Chief Manager are at present locked in the breasts of the Directors and it would be premature to discuss the proposed changes under (2). The shareholders will be asked to consider what shall be done at the meeting.

The proposal is that the Directors shall be entitled to a sum of £1,000 per annum for their services, and £1,000 per annum for the use of their services.

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Sighed though Manning was in despair, much  
was far from his heart as he sat with his wife. Their  
private home—"The Bower" soon became the fa-  
vorite resort of all those "worth knowing." In  
deed "The Bower" might well have been named  
"Liberty Hall" and Mrs. Manning, "Queen  
of the Revels." There was always some diversion,  
music, dancing, tennis-parties, etc., etc.,  
picnics, boating-parties, and last, but by no  
means least, and most kind of a socialistic  
assemblage, hostesses whom I have seen in  
the colony were secretly in love with. Manning  
was almost an outside consideration as  
far as his guests were concerned; and this ap-  
parently pleased him; he would frequently  
excuse himself on the plea of business, and very  
few missed him.

Of course it was but natural that I should  
have introduced Rex where I had got into the  
habit of going so much myself, and Rex,  
to all intents and purposes, was a success. It  
would have been a glorious addition to our  
society. A fair musician, a good dancer, and a  
splendid singer, he had a wonderful variety of  
amusing anecdotes from all parts of the world,  
and it was but natural that he should become a  
great favorite. And like all the rest, he fell  
in love with Mrs. Manning at first sight.

About a week after the advent of "Rex the  
satellite" of "The Bower" we were on the  
deck, watching for the signal "mail-in sight,"  
when the next mail Mr. & Mrs. Manning's younger  
son arrived, and made up the conjecture  
in my mind as to what he would be like?

"I asked him if I was to invite you to come  
this way, but she says that if your ideas are  
not undergone considerable alteration since  
you sat down to write this horrid letter (so he  
tells me) you are not fit for civilised society.

However old man, come by all means and as  
soon as possible, but I will stay for a while

in Hongkong, we will probably go to Macau

for 3 months, 21 per Cent. per annum.

For 6 months 31 per Cent. per annum.

For 12 months 4 per Cent. per annum.

T. JACKSON, Chief Manager.

Hongkong, 17th February, 1896.

as you read this; but don't remember how many  
years you will need to begin the pull up,

"You ask about the 'scalp-hunter,' the last  
violin, and whether you know him.

"Well, yes, you do know him, but he certainly  
does not stand in need of your pity. The last  
violin was myself! But who was not satisfied

with the 'scalp' only, she took the whole man  
and carried him off on the next boat.

The 'scalp-hunter' is standing behind my chair, looking over my  
shoulder as I write, and is knowing on all the  
least flattering and impolite names she can think of.

Of course I showed her your letter.

I know it is awfully mean of me, but I could not  
resist the temptation of letting her see herself as others saw her in former days.

He is now wondering what became of the piece

of paper which she was foolish enough to  
send to Coolgrange.

"I asked her if I was to invite you to come  
this way, but she says that if your ideas are  
not undergone considerable alteration since  
you sat down to write this horrid letter (so he  
tells me) you are not fit for civilised society.

However old man, come by all means and as  
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T. JACKSON, Chief Manager.

Hongkong, 17th February, 1896.

"Your Benedict Friend,

"Fred LEONARD.

"P.S.—I had almost forgotten to mention as  
an item of news that Dr. Manning died a  
month after we were married. Contracted  
blood-poisoning while attending to a case in  
the hospital—F. L."

EXTRACT FROM HONGKONG EXPRESS.

"MARRIAGE.—10th May.—

"We witnessed a very interesting ceremony

this morning, viz., the wedding of Reginald

Fairbank, Esq., to Eugenie Manning, eldest

daughter of the late John Merrill, of Shanghai.

After the reception given by Mrs. Ellison at

Woodland Grove, Mr. and Mrs. Fairbank ac-

companied by Mr. and Mrs. Leonard, left by

Express en route for Europe. We are sure we

will echo the sentiments of all in wishing them

success in their voyage and a speedy return to the Far East."

THE END.

K. LEROI.

#### SHIPPING REPORTS.

The British steamer *Chitayang*, from Port

land, (w. 7th May), had fine weather.

The British steamer *Hyson*, from Shanghai

and Foochow 14th June, had fine and clear

weather throughout from Foochow.

The British steamer *Rosalia*, from Bombay

20th May, and Singapore 10th June, had no

wind or rain, and had gone the same way.

All had begun by falling in love with Mrs.

Manning, and ended by being rejected or

"frozen" by "La Viva!"

All of the "moths" I was perhaps the only

one who had escaped the freezing, possibly be-

cause I had not yet subjected myself to the

process. I had been very near it once or twice,

but something always happened to prevent it.

Latterly I had given way to Rex and I felt

sure he would eventually win. True, I thought

at first that he did not care, and I fancy she

had no such idea about him, but for a time

he had not been able to please her.

I am sure, with any malicious intention, but Rex was one

of those fellows whom all women like and many

go mad after. Ah, well! I thought, perhaps she is

heartless after all! And now, to comfort the

wounded heart. We can't allow Rex to like

this.

"It's no use, Fred, I must clear out for a

while, you know I couldn't stand the chaff. I

have made a fool of myself, but I don't care to be

reduced to it by others. I hardly believe it

was the chaff that caused me to be precipitate.

Wait a little and try again. Some women like

playing their fish, and who knows but what

you may yet be successful?"

"No use, old man. She told me plainly that

she had no intention of forfeiting her liberty

just yet, which means, of course, that her

opportunity seems to be yet unopened. But

seriously my opinion is that she is somebody

else either here or at home, who has got her

over heart the once possessed; and she just

announces herself here with feels like me!" By

the way, how is it you have never tried your luck?

I thought at one time that you were the

favored mortal."

"Well, I don't know. Rex; I had thoughts in

that direction once, but somehow I have never

mustered sufficient courage. If she had been

Manning's wife and Mrs. Manning the Viva I

think there would have been fewer broken

hearts; and I might possibly be a married man

now."

"By jove, you, Fred; if as you say the

positions had been reversed, how different all

would have been. But I think you are some-

what concious in imagining that you would be

the individual. I am rather inclined to think

they would have been more broken hearts.

But what an unfeeling devil Manning must be!

I am sure that in spite of her apparent

happiness he hungers for the love which is

in the very life of such a woman! How is it

he thinks invariably, to what they should be?

But what's the use of speculating with that

miserable?" Well, clear on now, Fred. I

am going to pick up my bellon-grings.

Come and see me off to-morrow. A few months at

Coolgurde already, and I doubt not I will

have to go to Macau.

Good old Rex, I thought as I strolled home.

Broken heart is not his complaint.

"McLaren, 2nd May, 1896.

"My dear Fred, It is such a whilst since I

heard from you that I feel sure something must

have happened in your life of present.

As I remember the local press used to

occasionally designate that domicile of plagues and

bad Government. You often remarked that

"nothing ever happens here," and your letters

can generally be reduced to two words, "nothing unusual"; therefore your long silence conveys

no bad news, and I was beginning to fear

you had been taken ill.

As I am getting restless again and I feel like

seeking fresh fields, and I will visit the

old country, as we say here. If I decide to

go home and you should care to see me I will

travel via Hongkong. However, I will wait till

I hear from you again. Coolgurde turned out

as well as I could expect. I didn't stay

there very long, but I have been fairly successful

in other directions, and I think I now deserve

a holiday. By the time you answer this I will

be ready to resume my wanderings, as you style

my occasional fits to and fro. By this-way, how

is the "scalp-hunter"? Who was the last victim?

Do I know him? Anyhow, I pity the poor

fellow whoever he may be.

I am now fully determined than ever

not to be one of those of early years. I

suppose you will agree with me, and don't

marry, Fred. A married man is a ruined man.

For you need only look around and see

the number of men who used to dream of future

greatness, and who on getting married have

become quite content with the grαιiness—very

greatness—of their ci-devant scalp-hunting par-

tners.

No, Fred, old man, there's nothing in it.

Keep wide of all kinds and scalp-hunters, and

if you should ever be tempted, just think of the

free, unfeasted bachelor Friend.

"First in Purity."

## NOTICE TO CONSIGNEES

STEAMSHIP "MELBOURNE."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE:

**C**ONSIGNEES of Cargo from **Bremen**, or **S. S. N. Co.**, **Antwerp**, and **Hamburg** in connection with above Steamer are hereby informed that their Goods and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless instructions received from the Consignees before **TUESDAY**, the 10th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Cargo remaining unclaimed after **TUESDAY**, the 16th inst., at Noon, will be subject to rent and landing charges.

All Claims will be sent in to me on or before **TUESDAY**, the 16th inst., or they will not be received.

All Damaged Packages will be examined on **TUESDAY**, the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 10th June, 1896. [12]

## NOTICE TO CONSIGNEES

"RICKMERS' REGULAR LINE OF  
STEAMERS."

NOTICE TO CONSIGNEES.  
FROM MIDDLESBRO, ANTWERP,  
AND HAMBURG.

**T**HE Company's Steamship

"**MARIA RICKMERS**" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before **NOON** on the 16th instant, or they will not be received.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 16th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-day.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & CO., Agents.

Hongkong, 10th June, 1896. [13]

## VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & CO.	CLIPPER	FOR FREIGHT APPL'D TO	TO BE DISPATCHED
LONDON, &c.	Rosetta	Brit. str.	Wright, R.N.	P. & O. S. N. Co.	To-morrow, at Noon.
JAPAN	Japan	Brit. str.	Appleton, R.N.	On or about 15th Inst.	
MANILA	Manila	Brit. str.	Butterfield & Swire	To-morrow, at Daylight.	
TEHERAN	Tesher	Brit. str.	E. & O. S. N. Co.	On 22nd inst., at 4 P.M.	
CAERNARVONSHIRE	Hoover	Brit. str.	Gardiner, Matheson & Co.	On 24th inst.	
HUON	Huon	Brit. str.	Hogg	To-day, at 1 P.M.	
MOYANE	Moyane	Brit. str.	Kemp	On 24th inst., at Noon.	
PRINCE HENRICH	Prince Henrich	Brit. str.	Carpentier	On 24th inst., at Noon.	
ALBANY	Albany	Brit. str.	Moistain	On 24th inst., at Noon.	
CALCEDONIA	Calcedonia	Brit. str.	Butterfield & Swire	On 24th inst., at Noon.	
EMPEROR OF INDIA	Emperor of India	Brit. str.	Holliday, Wise & Co.	On 24th inst., at Noon.	
NEW YORK	New York	Brit. str.	McLeod & Co.	On 24th inst., at Noon.	
CHINA	China	Amer. str.	Montgomery & Co.	On 24th inst., at Noon.	
SCOTLAND	Scotland	Amer. str.	Macmillan & Co.	On 24th inst., at Noon.	
HOKKIOU	Hokkiou	Amer. str.	Shaw & Co.	On 24th inst., at Noon.	
GEARD C. TOBY	Geard C. Toby	Amer. str.	Dodwell, Carrill & Co.	On 24th inst., at Noon.	
LUCKI	Lucki	Amer. str.	Shuttleworth	On 24th inst., at Noon.	
T. F. OAKES	T. F. Oakes	Amer. str.	Ballard	On 24th inst., at Noon.	
SIR THOMAS H. ALLEN	Sir Thomas H. Allen	Amer. str.	Siemssen & Co.	On 24th inst., at Noon.	
WILLEM VAN DIJCK	Willem van Dijck	Amer. str.	Reuter, Breckelmann & Co.	On 24th inst., at Noon.	
NEW YORK	New York	Amer. str.	P. & O. S. N. Co.	On 24th inst., at Noon.	
SYDNEY, MELBOURNE, &c.	Sydney, Melbourne, &c.	Amer. str.	Davidson, Sons & Co.	On 24th inst., at Noon.	
STRAIT & BOMBAY	Strait & Bombay	Amer. str.	Holland & Co.	On 24th inst., at Noon.	
STORE BY V. SHANGAI & AMOY, &c.	Store by V. Shanghai & Amoy, &c.	Amer. str.	Butterfield & Swire	On 24th inst., at Noon.	
NAGASAKI, KOBE & YOKOHAMA	Nagasaki, Kobe & Yokohama	Amer. str.	P. & O. S. N. Co.	On 24th inst., at Noon.	
VICTORIA, B.C. &c. V. YAHAM	Victoria, B.C. &c. V. Yam	Amer. str.	Davidson, Sons & Co.	On 24th inst., at Noon.	
SAN FRANCISCO V. YAHAM	San Francisco v. Yam	Amer. str.	Holland & Co.	On 24th inst., at Noon.	
NEW YORK	New York	Amer. str.	Butterfield & Swire	On 24th inst., at Noon.	
TIEN-TSIN	Tien-tsin	Amer. str.	P. & O. S. N. Co.	On 24th inst., at Noon.	
FOOCHOW	Foochow	Amer. str.	Spence	On 24th inst., at Noon.	
SWATOW, AMOY, & TAMSU	Swatow, Amoy, & Tamsu	Amer. str.	Quail	On 24th inst., at Noon.	
		Amer. str.	Holland & Co.	On 24th inst., at Noon.	
		Amer. str.	Wagener & Co.	On 24th inst., at Noon.	
		Amer. str.	Gibb, Livingston & Co.	On 24th inst., at Noon.	
		Amer. str.	Gibb, Livingston & Co.	On 24th inst., at Noon.	
		Amer. str.	Evans	On 24th inst., at Noon.	
		Amer. str.	Dodwell, Carrill & Co.	On 24th inst., at Noon.	
		Amer. str.	P. & O. S. N. Co.	On 24th inst., at Noon.	
		Amer. str.	Sandier & Co.	On 24th inst., at Noon.	
		Amer. str.	Butterfield & Swire	On 24th inst., at Noon.	
		Amer. str.	Gibb, Livingston & Co.	On 24th inst., at Noon.	
		Amer. str.	Webster	On 24th inst., at Noon.	
		Amer. str.	Johnson	On 24th inst., at Noon.	
		Amer. str.	Findlay	On 24th inst., at Noon.	
		Amer. str.	Ramsey	On 24th inst., at Noon.	
		Amer. str.	Robson	On 24th inst., at Noon.	
		Amer. str.	Douglas, Laprade & Co.	On 24th inst., at Noon.	

## VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.

## NOTICE

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
POODA SAID.

NAPLES, GENOA, ANTWERP,  
BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK  
SEA AND BALTO-SIBERIAN  
PORTS.

ALSO  
LONDON, NEW YORK, BOSTON, BAL-  
TIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

PRINCE HEINRICH..... Tuesday..... 23rd June.

PREUSSEN..... Tuesday..... 21st July.

SACHSEN..... Tuesday..... 18th Aug.

BAVARIA..... Tuesday..... 15th Sept.

PRINCE HEINRICH..... Tuesday..... 13th Oct.

PREUSSEN..... Tuesday..... 10th Nov.

ON TUESDAY, the 23rd of June, 1896,  
at 9 A.M., the Company's Steamship  
PRINZ HEINRICH, Captain Cuper,  
with MAILED, PASSENGERS, SPECIAL  
CARGO, will leave for SINGAPORE at 10 A.M.  
Steamer Oden will be granted till NOON  
on SATURDAY, the 24th June, and  
Passenger Tickets will be received on Board until 5 P.M.  
No Parcel Receipts will be issued.  
The Steamer has spacious accommodation  
and carries a Doctor and a Surgeon.

Passenger can be washed on board.

For further Particulars apply to  
MELLIER & CO., Agents.

Hongkong, 30th May, 1896. [14]

VESSELS ON THE BERTH  
FOR SINGAPORE, PENANG, AND  
CALCUTTA.

THE COMPANY'S STEAMSHIP.

"LIGHTNING."

Captain J. G. Spiteri will be dispatched for  
the above ports on SATURDAY, the 20th

inst., at 3 P.M.

For Freight or Passage apply to  
DAVID SASOON, SONS & CO., Agents.

Hongkong, 18th June, 1896. [14]

VESSELS ON THE BERTH  
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

VIA STRAITS AND USUAL PORTS  
OF CALL.

(Taking Transhipment Cargo for GLASGOW,  
LIVERPOOL, CONST. ATLANTIC PORTS, RIVER  
PLATE, &c., at revised Rates.)

THE COMPANY'S STEAMSHIP.

"MOYUNE."

C. H. Keppel, Commander, will be dispatched  
aboard of SATURDAY, the 20th inst., at 5 P.M.

For Freight, etc., apply to  
HOLLIDAY, WISE & CO., Agents.

Hongkong, 13th June, 1896. [14]

VESSELS ON THE BERTH  
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

VIA STRAITS AND USUAL PORTS  
OF CALL.

(Taking Transhipment Cargo for GLASGOW,  
LIVERPOOL, CONST. ATLANTIC PORTS, RIVER  
PLATE, &c., at revised Rates.)

THE COMPANY'S STEAMSHIP.

"GLENDAERRY."

Captain Ferguson, will be dispatched as above  
on MONDAY, the 22nd inst., at 4 P.M., instead  
of previous day.

For Freight, etc., apply to  
JARDINE, MATTHESON & CO., Agents.

Hongkong, 12th June, 1896. [14]

VESSELS ON THE BERTH  
FOR LONDON VIA SUEZ CANAL

THE COMPANY'S STEAMSHIP.

"HECTOR."

Captain Barr, will be dispatched as above on  
WEDNESDAY, the 24th inst.

For Freight or Passage apply to  
BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th June, 1896. [14]

VESSELS ON THE BERTH  
U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Nagasaki), THURSDAY, June 25, 1896.

VICTORIA, B.C., SATURDAY, July 11.

OLYMPIA..... 2,608 | Wednesday..... 7 July 19.

BRAMEA..... 3,601 | Sunday..... 1 Aug. 16.

TACOMA..... 2,549 | Thursday..... 1 Sept. 3.

VICTORIA..... 3,167 | Monday..... 1 Sept. 31.

THE COMPANY'S STEAMSHIP.